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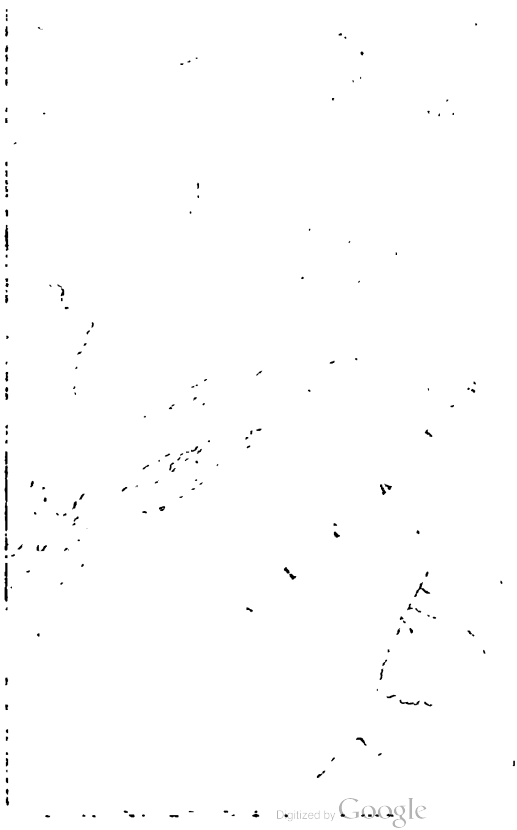
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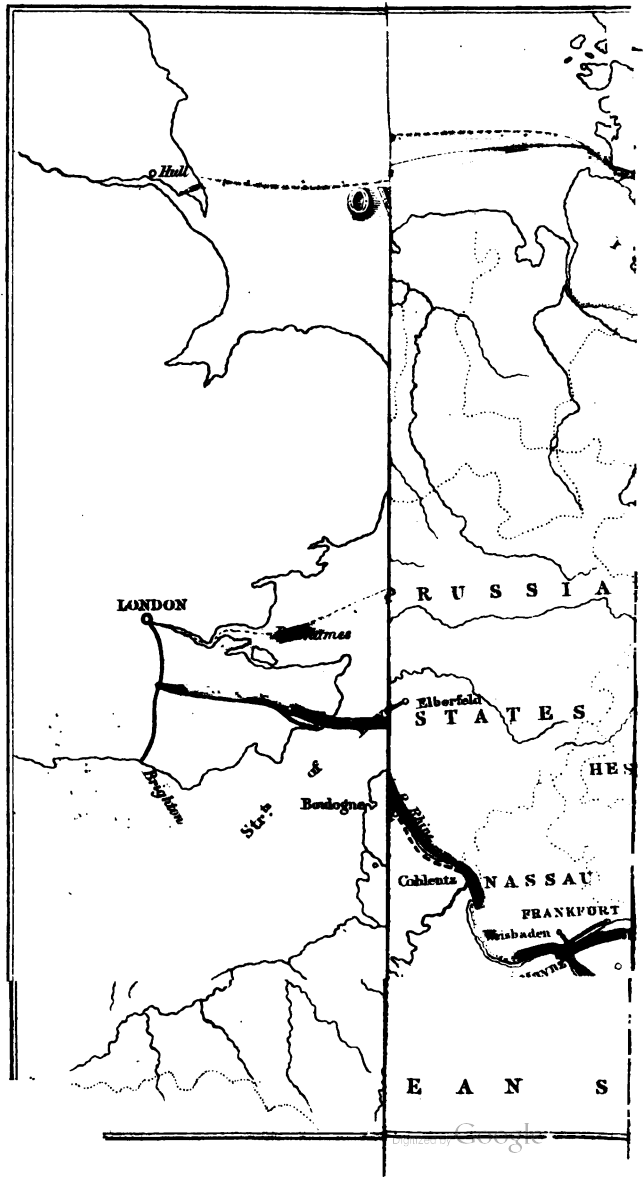
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MESSRS. WAGHORN & CO.'S

OVERLAND GUIDE TO INDIA,

BY

THREE ROUTES TO EGYPT.

OFFICES, 34, CORNHILL, LONDON.

GENERAL HINTS AND INFORMATION FOR PASSENGERS TO EGYPT ON THEIR WAY TO INDIA: 1ST ROUTE, VIA SOUTHAMPTON; 2ND, THROUGH FRANCE; 3RD, VIA TRIESTE OR CONSTANTINOPLE.

WITH A MAP.

SECOND EDITION.

LONDON:
SMITH, ELDER AND CO., 65, CORNHILL.

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credit may be obtained to our numerous agents as per list in the Appendix D; a memorandum of route with the dates of departure will be given; places secured in the diligences and steamers; and all other assistance rendered to make the journey as economical and comfortable as possible.

HINTS RESPECTING BAGGAGE.

No more baggage should be taken than is absolutely necessary for the journey; and, to avoid expense, the heavy portion should be sent round the Cape some three months beforehand. Such luggage should be forwarded to No. 34, Cornhill, with a description of same and its value, for insurance; it will then be sent to India by the quickest ship, or to Marseilles and Alexandria as desired.

Every package of baggage should have the owner's name, place of destination, and number, distinctly painted on it in white letters. Carpet bags and hat boxes should also be addressed so as to prevent the address being torn off or defaced. No package should exceed 80 lbs. weight, and the best dimensions are:—length, two feet three inches; breadth, one foot two inches; depth, one foot two inches. Portmanteaus of this description, made expressly for the Overland Route, are always on hand at 34, Cornhill, ready for immediate use.

No trunks, boxes, or portmanteaus are allowed in the saloon or cabins in the vessels on the Mediterranean side.

As the allowance of baggage is on a liberal scale, and the freight of parcels moderate, it is hoped that passengers will not attempt to convey in their baggage, parcels or packages belonging to other persons, to the prejudice of the Company's interests.

Passengers taking articles of merchandize in their baggage, will incur the risk of seizure by the customs

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authorities, and of detention for freight by the Company's agents.

Overweight of luggage being charged for, portmanteaus are preferable for the voyage to Bullock Trunks, which last are very heavy, and can be procured in India much better adapted to that country than in England.

The personal requisites for the journey to India can easily be contained in two trunks (four in all being the greatest number the East India Company allow to passengers in the steamer from Suez to Bombay), see Appendix C. together with a carpet bag of a commodious kind, which latter is allowed to be kept in the cabin.

No. 1 will easily contain three weeks' linen, and should be arranged for use between England and Alexandria, where it should be repacked with foul linen, &c., and at the same time such articles as are requisite during the journey to Suez should be placed in the carpet bag, which last precaution will obviate the necessity of opening the trunks prior to embarkation at Suez where No. 2 will come into use.

For the quantity allowed in each steamer, and other particulars, see pages 9 and 52.

MONEY.

On any of the routes here laid down, the expenditure being easily known, more money need not be taken than is actually required, and that should be in sovereigns or napoleons, which bear a high premium all over the continent, unless a prolonged stay were contemplated, in which case circular notes from Messrs. Coutts and Co., Messrs. Herries, Farquhar and Co., or other principal bankers, are the safest and most convenient method. So many countries being passed where change of coin is necessary,

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only sufficient should be obtained to meet the exigency, as a loss will be sustained under the distinct coinage of each particular State.

PASSPORTS.

No one is permitted to travel on the continent without a passport, and attention to this matter before setting out will prevent much inconvenience and annoyance.

For France application should be made at the office of the French Ambassador, 6, Poland Street, Oxford Street, any day between the hours of twelve and three, and personal appearance made on the following day to receive it, when it will be delivered *gratis*. If pressed for time, a passport may be obtained of the French Consul, Mons. Durant St. André, 3, Copthall Buildings, Throgmorton Street, without his requiring any previous notice, for a fee of 10*s*.

Passports for Belgium may be obtained at the Belgian Passport Office, 9 A, Weymouth Street, Portland Place, between twelve and three; and for Prussia and the Rhine, from B. Hebeler, Esq., Consul, 106, Fenchurch Street, for a fee of 6*s*. For the Austrian States the signature of the Austrian Ambassador is absolutely necessary; but that minister will neither give a passport to an Englishman, nor countersign any except those issued by the British Secretary of State; therefore, to save trouble, in those States it is better to incur the expense of obtaining one from the British Secretary of State before leaving England, but for any other purpose it possesses no advantages whatever. Passports may also be obtained from all the Consuls at the British and foreign seaports on payment of the established fees, but it is better in all cases to be provided with one in England.

Friends travelling together, as well as male servants, should have separate passports, although members of a family can have all their names included in *one*.

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FIRST ROUTE VIA SOUTHAMPTON.

£40 and £46 10*s.*, *to Alexandria.*

The Peninsular and Oriental Company's steamers start alternately from Southampton at 2 p.m. on the 3rd and 20th of every month, touching at Gibraltar and Malta, and make the passage, under ordinary circumstances, in seventeen days.

The names of the Company's steamers to Alexandria on the 3rd of the month are,—

	Tons.	Horse Power.
Achilles	1000	420
Tagus	900	300
Ariel	820	360
Erin	800	280
Tiber	700	260
Montrose	650	240
Iberia	600	200

Taking passengers for Bombay only.

And on the 20th,—

	Tons.	Horse Power.
Oriental	1673	450
Ripon	1300	450
Pottinger	1225	450

With passengers for Ceylon, Madras, Calcutta, Singapore, and China.

Half the amount of passage money is required to be paid on securing passage, and the balance, a fortnight before embarkation. Passengers not proceeding after engaging passage, to forfeit the deposit.

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Rates of Fare.		Per Steamer of 3rd.						Per Steamer of 20th.						Children.			Servants.		
		1st Cabin.			2nd Cabin.			1st Cabin.			2nd Cabin.			Two Years.	Under Six.	Under Ten.	European.	Native.	
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	£	£	£	£	s. d.
Southampton to	Alexandria	40	0	0	26	0	0	46	10	0	30	15	0	5	10	20	21	15	15 0
	Malta	27	10	0	18	18	0	34	0	0	23	0	0					No Berth provided.	
Gibraltar to ..	Alexandria	26	10	0	13	10	0	26	0	0	13	10	0	No Berths assigned. Accommodations to be shared with the Parents.					
	Malta	13	10	0	8	5	0	13	10	0	8	5	0						
Malta to Alexandria.....		15	10	0				15	10	0									

These Rates include Steward's Fees, Table, and Wines, &c. for First Cabin Passengers; and substantial Meals, without Wines, for Second Cabin Passengers and Servants. The Rates also include the use of Bedding, Linen, and Cabin Furniture.

Experienced and respectable Female Attendants for the Ladies' Cabin.

Private Family Cabins, if required.

Each vessel will carry a Medical Officer approved of by Government, and the time occupied in the passage home will be allowed in the quarantine.

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BAGGAGE.—First Class passengers are allowed 3 cwt. of personal baggage free of freight, and children and servants 1½ cwt. each. *And passengers will please to take note, that the Company cannot engage to take any excess of baggage over that quantity, unless shipped at Southampton three days before starting, and freight paid thereon.*

All baggage must be shipped the day previous to sailing, except carpet bags or hat boxes.—All other baggage received on board on the day of sailing will be considered as extra baggage, and charged freight as such; but if sent to Waghorn & Co., 34, Cornhill, on 1st of any month, it will be shipped by their Establishment at Southampton, and Passengers can remain in London until 9 A.M. on the day of sailing.

The charge for conveyance of extra baggage, should there be room in the vessel, will be £1 per cwt. between England and Alexandria.

Passengers should embark not later than 1 p.m. on the day of sailing.

No trunks, boxes, or portmanteaus allowed in the saloon or cabins in the vessels on the Mediterranean side.

NOTICE TO PASSENGERS RESPECTING THE CONVEYANCE OF PARCELS.—As the allowance of baggage is on a liberal scale, and the freight of parcels moderate, it is hoped that passengers will not attempt to convey in their baggage, parcels or packages belonging to other persons, to the prejudice of the Company's interests.

Passengers taking articles of merchandise in their baggage will incur the risk of seizure by the Customs authorities, and of detention for freight by the Company's agents.

As the room for cargo is limited, no baggage can be conveyed on freight, unless accompanied by the passenger to whom it belongs.

The Company do not hold themselves liable for any damage or loss of baggage, nor for delays arising from

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accident, or from extraordinary or unavoidable circumstances, or from circumstances connected with the employment of the vessels in Her Majesty's Mail service.

Charge for dogs, 10*l.* each, exclusive of charge for food, 1*s.* per diem, and expenses in Egypt.

As many berths are often engaged some time before the steamers start, early application is particularly recommended, in order to secure the best cabins, which we are always happy to do. Letters of inquiry, enclosing a postage stamp, will be immediately answered, and any information required most cheerfully given on all points.

Passengers by this route require no passports.

Passengers for India, who may desire to visit part of Spain and Portugal, have the privilege of proceeding in any of the Company's weekly peninsular steamers, leaving Southampton 7th, 17th, and 27th of every month, and may thus visit Vigo, Oporto, Lisbon, Cintra, Cadiz, Seville, &c., joining the Alexandrian steamer at Gibraltar on the 6th and 23rd of the month. Such passengers must provide themselves with passports at the Portuguese Consul-general's office, 5, Jeffrey's Square, St. Mary Axe, and for Spain, at the Foreign Office.

There are Railway Trains from Nine Elms, Vauxhall, to Southampton, in the Morning, at 7, 9, and 11 o'clock. Afternoon, 1, 3, and 5 o'clock. Evening, 30 minutes past 8 o'clock. Sunday Trains, Morning, 10 o'clock. Afternoon, 4 o'clock. Evening, 30 minutes past 8 o'clock. Passengers should be at the Station at least a quarter of an hour before the Trains start.

SECOND ROUTE VIA MARSEILLES.

33l. to Alexandria, embarking at Marseilles, per French Government Steamers, on 4th, 14th, and 24th of every month.

This route is extremely interesting and agreeable in summer, but we cannot recommend it in winter.

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There are a variety of routes now open to Paris, viz., direct by steamers from London Bridge to Boulogne in eleven hours, at a cost of 15*s.* first cabin, and 10*s.* second cabin. By railway to Folkestone or Dover in three and a half hours, and thence by steamer to Boulogne in two hours, at a cost of a guinea all the way. By rail to Brighton in two hours, fares 10*s.* and 7*s.* 6*d.* and thence by steam to Dieppe, fares 20*s.* and 15*s.*, whence there are diligences to Rouen, which meet the railroad; or *via* Southampton in three hours, and thence by steamer to Havre in twelve hours.

We advise no more baggage to be taken than is *actually necessary* for the trip, and recommend portmanteaus, which are to be had at our office, made of the lightest materials, and at the cheapest rate, expressly for the Overland Route. Much inconvenience and trouble will be avoided by all new clothing being washed and marked, for a large outfit excites suspicion at the Douane, and duties are levied on all new articles.

Having arranged the necessary papers and notes of introduction from us to our agents at all the places *en route*, passengers should start by either of the above routes; and arrived at Boulogne, one day will be required for the purpose of clearing their baggage, viewing the environs of Boulogne, and getting passports signed.

Passengers to India will be glad to know that the inspection of their baggage *en route* to Marseilles, is now almost entirely avoided, as per following official letter, which, after much trouble, we obtained from the chief of the Paris Custom House.

"For the protection of the interests of the Treasury, and national industry, it is necessary to prescribe laws for examining, more or less rigorously, all articles which may be imported from foreign countries. It would, therefore, be impos-

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sible to dispense altogether with a proceeding so essential, as regards portmanteaus, chests, or parcels belonging to travellers; but there are no obstacles to these being despatched through France and, for example, re-exported by Marseilles, after having been imported at Calais or Boulogne. It will be sufficient for the travellers, on landing, to hand to the Custom-house an exact inventory of the contents of each portmanteau, chest, or parcel, unless a particular reason be assigned why it should not be rendered: the officers are limited to inspect a fifth of the packages; and, if the result of the examination does not create any suspicion of fraud, and the general contents agree on comparing the inventory with any of the other packages, all will be sealed and delivered over, and an acquittance given, which should be presented for the packages at the intended port of embarkation. It will not be necessary to separate wearing apparel from fancy articles or samples of merchandise, which may be put in the same packages. These facilities seem to conciliate all interests; and, if the travellers submit an exact declaration, it will greatly tend to alleviate the delays which Messrs. Waghorn & Co., complain of."

Diligences leave Boulogne for Paris at 6.30 A.M., and 6.30 P.M., and meet the Railway Trains at Amiens, which arrive in Paris respectively at 10 at night and 10 next morning.—Fares:—Coupe, 44 francs; Interieur, 37 francs; Banquette, 33 francs; Rotonde, 30 francs.

We recommend Hotel Meurice in the Rue de Rivoli, kept by Mons. Cailliez, who will have secured places to Chalons sur Saone, &c.; and while the passport, which was taken away by the police authorities at Boulogne, is being visé, the traveller should visit the Louvre and other places worth seeing, according to his stay in the French capital.

The route from Paris is by diligence at 11 A.M.

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direct to Chalons sur Saone, viâ Auxerre; or by the railway to Orleans, and thence by diligence to Chalons; either of which occupies about thirty-six hours, at a cost of about 50 francs.

The Hotel du Parc, at Chalons, kept by Mons. Prath, has been much resorted to by the English for the last five years, and is the best in that place. One day may be well spent here, for the town is very ancient, most pleasantly situate, and commands fine views of the Alps, although upwards of 100 miles distant from them.

Steamers leave Chalons every morning during the summer, at six, half-past six, seven, and eight o'clock, and arrive at Lyons, in eight hours; the fares are:—First Class, eight francs; Second Class, six francs. We recommend the boat that leaves first, because it arrives at Lyons early in the afternoon, and allows time to visit some of the most prominent objects of interest with which that city abounds, particularly the theatres. The hotels are numerous, and living very cheap; those on the Quays du Rhone are preferred by passengers bound southward, on account of their proximity to the steamers, and Hôtel de Provençe much patronized—but all are good.

Passengers arriving at Lyons by the *early* boat from Chalons have an opportunity, *after* 15 *hours' rest*, of proceeding by steamer down the Rhone to Avignon; the trip will occupy eleven hours, at the rate of fourteen miles an hour, including stoppages; for although the distance is near 150 miles, the current runs full five and six miles per hour in favour of the passage, all the way. Many most interesting views present themselves on both sides; at least thirty suspension and other bridges are passed, and a most delightful day may be spent. The passage-money averages twenty francs for First Class, and sixteen francs for Second Class travellers.

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The house which we recommend at Avignon, is the most comfortable one, is Hotel de l'Europe, whence diligences start three or four times a day for Marseilles: the fare is sixteen francs, and the time occupied generally thirteen hours: one of these diligences starts at 6 P.M., about an hour after the arrival of the first steamer from Lyons, and arrives early next morning. At Marseilles the house to be preferred is Hotel de Paradis, Rue Paradis, in the centre of the city.

The arrangements allow the traveller to remain at Marseilles one day to get his passport signed, &c., through Messrs. Robert Gower and Co., who will furnish the necessary passage ticket for admission on board the steamers; for particulars of which, see Table in the Appendix B.

The French Government steamers leave Marseilles at 6 A.M. on 4th, 14th, and 24th of every month, calling at Malta only for six hours, and perform the entire distance to Alexandria in seven days. The expense is—first class, 19*l.* 4*s.*, and 6 francs per day for maintenance; second class, 11*l.* 11*s.*, and 4 francs per day for maintenance.

These vessels are commanded by lieutenants in the French navy; they are all duplicates of each other, have engines of 220 horse power, twenty-four berths for first class; thirty-two for second, and twelve for third. Those for the first class are fitted up in a superior style, combining every comfort, convenience, and elegance. There are two berths in each cabin parallel to each other, with chest of drawers, wash-stand, and port-hole. There is a ladies' and family cabin, and bedding and all requisites are provided.

The above route may be deviated from, if desired, by embarking on the French government steamers, leaving Marseilles 1st, 11th, and 21st of every month;

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on, by one of the numerous private companies' steamers leaving it three or four times weekly for Genoa and Civita Vecchia, from which latter place Rome is only forty-five miles distant, and may be reached in seven hours; remain there six days, and then return to the coast by Naples, embarking thence for Malta, and joining the direct steamer from Marseilles, in the course of which route a sight may be obtained of Genoa, Leghorn, Civita Vecchia, Rome, and Naples, as well as of Vesuvius and Stromboli, Pompeii, and Herculaneum, with Scylla and Charybdis, the steamer passing the beautiful Straits of Messina, close to Etna, on her way to Malta, where the stoppage of twenty-four hours will allow time to visit the principal points of interest on that island.

Passengers for Bombay, by this route, should leave London on 26th, and for the other Presidencies on 16th of every month.

Passengers in haste, and those for India to whom time is of importance in England, and do not mind the extra expense, can go from Marseilles by the English government steamer that conveys the mails of the 7th and 24th from London, and join the steamer from Southampton at Malta; the expense by this route is £36 to Alexandria, the dates for leaving London would be 5th and 22nd of every month, but ample notice will be required in order to secure the *malle poste* from Paris.

Travellers from Alexandria, India, Constantinople, &c., will hail with joy the new quarantine regulations of the French government:—

Quarantine established by a Ministerial Decision, Dated August 14, 1844.

"WITH UNCLEAN BILL OF HEALTH."

Art. 1. *French Post-office Packets.*—19 days after debarking effects and passengers.

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Passengers by these boats and their baggage.—17 days after landing at the Lazaret; 14 days only when the baggage shall have been *plombé* at the consulate of France at the port of embarking, and that this operation be legally certified.

Art. 2. *French or Foreign Men of War.*—17 days after the landing of passengers and their baggage.

Passengers on board these vessels.—17 days without *spoglio*, 14 days with *spoglio*.

"Art. 3. *Vessels with Pilgrims.*—25 days.

Pilgrims.—25 days after landing.

"Art. 4. *Every other description of sailing-vessel or steam-boat.*—21 days after landing suspected articles.

Passengers by these vessels.—17 days without *spoglio*, 14 days with *spoglio*. *Merchandize.*—21 days after landing at the Lazaret.

"WITH CLEAN BILLS OF HEALTH.

Art. 1. *French Post-office Packets.*—12 days after debarking effects at the Lazaret.

Passengers by these boats and their baggage.—9 days after landing, and their baggage exposed to the air.

"Art. 2. *French or Foreign Men of War.*—9 days, with or without passengers.

Passengers on board these vessels.—9 days after landing, and their baggage exposed to the air.

"Art. 3.—*Every other description of vessel or steam-boat.*—12 days after landing suspected goods.

Passengers by these vessels.—9 days.

Suspected Merchandize.—12 days after landing at the Lazaret.

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THIRD ROUTE VIA TRIESTE.

£30 to Alexandria.

1st, *Viâ the Tyrol.*

This line of route embraces a tract of varied and interesting scenery—unequalled in Europe. The leading points only will be enumerated, and full particulars given relating to them; the routes laid down are the *best* that can be adopted, but they may be deviated from agreeably to the traveller's wishes, as time permits.

A reference to the accompanying map will show FIVE lines of route marked out for the adoption of the *voyageur;* each will be separately delineated, commencing with that *viâ* the Tyrol, crossing the pass of the Brenner, by Inspruck.

The extension of the railway to Dover and Ramsgate brings these ports within four hours of London; and as there is daily communication with Ostend by steamer (Mondays excepted, from Dover), a little attention given to the hours of sailing will prevent delay, which otherwise must happen, Ostend and Dover being tidal harbours, besides a saving in hotel expenses by going direct from the railway terminus on board the steamer, to which it is contiguous. The fare to Dover is, First Class, 16*s.* 6*d.*, Second Class, 12*s.*; to Ramsgate, First Class, 18*s.*, Second Class, 13*s.* 6*d.* The average time at present occupied in crossing to Ostend is four hours and a half, and the fares, First Cabin 15*s.*, Second Cabin 10*s.* At Ostend the passports must be given up for the purpose of being *visé*, but a few moments suffice for this and the mere formality of examining the baggage. The railway being contiguous to the port an hotel need not be entered. Should one be required, however, we recommend the "Cour Imperiale" close by, or the "Ship," which last is kept by an Englishman, who is obliging and attentive. From Ostend passing

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by Ghent, Bruges, Liege and Aix-la-Chapelle, it requires fifteen hours by the railway to reach the Rhine at Cologne, provided the six A. M. train be taken; but after that hour Liege, or probably Malines, only can be reached the same evening, as this line is not in operation at night. Fares, First Class 1*l.* 1*s.* 5*d.*, Second Class 16*s.* There is nothing to interest the traveller beyond a small portion of the line from Liege, which crosses the valley of the Vesdres seventeen times; here the scenery is highly picturesque and remarkable. At Verviers, the frontier town, the baggage and passports are examined, but every facility is given by the authorities and little trouble results. One day at Cologne is sufficient for rest, and allows time to view the cathedral and churches, the only objects of interest. There are a number of hotels here, the "Hotel du Rhin," and "Hotel de Hollande," are both good. The first bridge of boats is met with at Cologne, and to those who have never seen one the effect is striking. Steamers leave Cologne for Coblentz, Mayence, and Manheim, several times daily, and perform the entire distance in twenty-six hours. The fare is 17*s.* 6*d.* in the chief cabin, the pavilion so called being by no means superior. At Manheim the "Hotel de l'Europe," is, perhaps, one of the best, but, except for rest there is little or no inducement to remain there. Heidelburg, however, but an hour's distance by the rail, will well repay a visit, especially the ruined castle and fortress which are most imposing. The trains go on to Carlsrhue, the capital of the Grand Duchy of Baden, every two hours throughout the day. "Hotels d'Angleterre" and "de Hollande" are considered the best. From Carlsrhue to Stuttgard occupies nine hours by Eilwagen, or Diligence, where excellent quarters may be obtained at the "Hotel Marquardi." Similar conveyance must be availed

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of to Ulm, a journey of twelve hours. A railway is already in progress, but a few months will elapse ere it is opened. The "Hotel de la Poste," is good and the charges are moderate.

The route hence to Inspruck is viâ Kempten and Memmingen, and the time occupied about twenty hours. The "Hotel d'Autriche" is a comfortable one. In the journey onward from Inspruck the route lies across the Brenner viâ Niederndorf and Brixen. Here the Tyrolese Alps are particularly grand and imposing. Nineteen hours will bring the traveller to Mestra, and two hours more by boat to Venice. "Hotel Danieli," or "Grande Hotel de l'Europe," at Venice, should be resorted to. From Venice to Trieste there are steamers which perform the voyage in six to eight hours, at a cost of 15s. The "Metternich" Hotel at Trieste is spacious, has excellent accommodation, and the charges are moderate. If time be a great object, the traveller should branch off at Ceneda, as marked on the map, by which about five hours may be saved in getting to Trieste.

Recapitulation.	Hours.
From London to Dover by railway . .	4
Dover to Ostend by steamer . .	4½
Ostend to Cologne by railway .	15
Cologne to Manheim, up the Rhine by steamer	26
Manheim to Carlsrhue by rail .	3
Carlsrhue to Stuttgardt by diligence	11
Stuttgardt to Ulm by do. . .	15
Ulm to Inspruck by Kempten and Memmingen	20
Inspruck to Mestra . . .	17
Mestra to Venice by boat . .	2
Venice to Trieste by steamer . .	8
Actual travelling	125½

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on five days one and a half hour.—Allowing two days for stoppages, the time occupied from London to Trieste, is seven days one and a half hour.

2nd Route, viâ Germany, Switzerland, and North Italy.

This route is to Manheim as before, and thence through Strassburg by railway direct to Basle; fares, 1st class, 12*s.*, 2nd, 8*s.* 6*d.*; or by the rail through Keil, to Freyburg in five hours; fares, 1st class, 10*s.* 6*d.*; 2d, 7*s.* From Freyburg there are diligences to Basle in seven hours—no rail being yet completed, owing to great engineering difficulties. Hotel at Basle, the "Three Kings."

Zurich is the next point, and is reached by diligence in nine hours and a half, fare 10*s.* Two hotels good here, viz., the "Hotel du Lac" and "Hotel de la Couronne." Instead of going direct from Freyburg through Basle to Zurich, an agreeable detour may be made by the beautiful and romantic valley of the Höllenthal to Schaffhausen, by Eilwagen, in fourteen hours. Lake Constance may be reached by steam daily, in three hours, returning in six. From Zurich by steamer down the lake to Schmerikon, thence by boat on the Linth Canal to Wesen, and then again by steamer down the Waller to Wallenstadt, which occupies eight hours, fare 6*s.* A diligence proceeds on to Chur in four hours, where, if refreshment be required, the "Hotel de la Poste" is recommended. Diligence again by the Viâ Mala and Splügen to Chiavenna, fare 18 francs: hotels, "La Poste" and "Golden Key." There is another diligence in four hours to Colico, whence a steamer traverses the lake Como daily at noon, arriving at Como to meet the diligence at five P.M., which goes to Monza in four hours, whence the railway runs to Milan in half an hour. The hotels recommended at Milan are

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"Reichmann," "Royal," and "Hotel de la Ville de Milan." With the exception of the cathedral at Milan, and the celebrated picture of the Last Supper by Leonardi di Vinci, that Capital offers but few objects calculated to detain the majority of travellers; therefore those desirous of proceeding should avail themselves of the diligence to Venice, to which places can be booked direct, the railway fare to Treviglio, diligence to Vicenza, and railroad to Venice, in all 9 flor. 30 k. or 1*l.*, being included. This route occupies twenty-two hours, by Brescia and Verona; by-and-bye, when the railway is completed, the distance from Venice to Milan will be accomplished in ten hours. At Verona there is a remarkably fine ruin of a Roman amphitheatre, well worthy of a visit.

Recapitulation.

From London to Manheim as before .	491/2
Manheim by rail to Freyburg .	5
Freyburg to Basle by diligence .	7
Basle to Zurich by do. . . .	91/2
Zurich to Wallenstadt by Schmerikon and Wesen, along the lakes	8
Wallenstadt to Chur by diligence .	4
Chur to Chiavenna by do., across the *Viâ* Mala and Splügen . .	10
Chiavenna to Colico by diligence .	4
Colico to Como by steamer . .	3
Como to Monza by diligence . .	4
Monza to Milan by railway . .	1/2
Milan to Treviglio by do. .	22
Treviglio to Vicenza by diligence	
Vicenza to Venice by railway	
Venice to Trieste by steamer . .	8
	1341/2

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It will thus be seen that eight days, by either of these routes, are sufficient to reach Trieste from London; and, as so many interesting points are met with on either route, a fortnight, if time permit, will allow ample leisure to remain where inclination leads.

The total cost to Trieste will average from 12*l.* to 15*l.*, the journey embracing in its course the finest and most remarkable scenery to be met with in Europe, besides offering the opportunity of visiting the natural and other objects of curiosity which abound at all points along the road. On arriving at Trieste, the passage tickets received from us should be exchanged for others at the office of the Austrian Lloyd's Steam Navigation Company. One day at Trieste will suffice to arrange the passport for embarkation in the steamer to Alexandria, which leaves regularly, as per table in Appendix A.

3*rd Route, viâ Frankfort, Vienna, and Constantinople.*

From Mayence, as described in the first route, a railway passes on to Frankfort in one hour and a half, fare about 5*s.*; thence a diligence proceeds to Nüremberg *viâ* Würzberg, morning and evening, in twenty-four hours. At Frankfort, the best hotels are "d'Angleterre," "de Russie," and "Weiszer Schwan;" and at Nüremberg, "Baierischer Hof," "Rother Ross," and "Wittelsbacher Hof." From Nüremberg to Ratisbon the distance is 65 miles, and a diligence leaves daily, accomplishing the distance in nine hours. The hotels are "Goldener Engel" and "Goldener Kreuz." The city abounds in objects of interest. Steamers descend the Danube to Linz and Vienna every day during the summer, making the voyage to Linz in thirteen hours, but in other seasons they take one day

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and a half, halting for the night at Passau. Fares, 1st cabin, 25s.:—2nd cabin, 18s. The best inns at Linz are the "Goldener Löwe," the "Canone," and "Goldener Adler." From Linz to Vienna steamboats descend in twelve hours; fares, 10 florins and 6 florins. The best inns are the "Archduke Charles," the "Kaiserinn von Osterreich," "Stadt London," and "Schwan." This city offers so many attractions and objects of amusement and interest, that travellers should consult the various hand-books as a guide to them.

Steamers leave Vienna for Pesth daily in summer;—at other times they stop the night at Presburg, starting early in the following morning for Pesth, occupying thirteen hours in the transit. The inns at Pesth are the "Königinn von England," and the "Tiger."

Statement of an average passage from Vienna to Constantinople.

	Hours.		Days.	Miles.
Vienna to Presburg	3		1st	182
Pesth	13		2nd	
Mohacs	13		3rd	450
Semlin	22	4th	5th	
Drenkova	8		6th	
Orsova	8	7th	10th	46
Gallatz	48	12th	14th	582
Constantinople	60		17th	315

The total distance from Vienna to Constantinople is 1574 miles: fares, 1st cabin, 125 florins:—2nd cabin 85 florins. Full information may be obtained respecting the transit at the Steam Company's office, No. 582 Bauermarkt.

The actual time employed in travelling from London to Constantinople, exclusive of stoppages, which must depend on circumstances, and the inclination of

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travellers, is twenty-one days and a half. During the winter months the steamers on the Danube are laid up.

The inn at Constantinople is "Hotel d'Angleterre," very comfortable, and kept by an English landlady—there are a variety of *Pensions* also.

From Constantinople the steamers of the Austrian Lloyds ply regularly every alternate Tuesday to Syra in sixty hours, where a junction with the boat from Trieste for Alexandria is effected. The fares are: First Cabin, 50 florins; Second Cabin 34 florins. The agent of the Company at Constantinople, Senhor M. G. Marinitsch will render every information. From Syra to Athens there is an Austrian Lloyds steamer also in 12 hours. Senhor Pio Terenzio at the former, and Senhor Fortunati Ivich at the latter, the agents of the Company will supply printed forms of routes and tariffs. The passage between Syra and Alexandria is usually made in three days, and the expense is First Class, 54 florins; Second Class, 36 florins.

Recapitulation.

	Hours.
From London to Mayence as before .	31
Mayence to Frankfort by railway .	1½
Frankfort to Nüremberg by diligence	24
Nüremberg to Ratisbon by ditto .	9
Ratisbon to Linz by the Danube .	13
Linz to Vienna by ditto . .	12
Vienna to Pesth by ditto . .	13
Pesth to Constantinople by ditto .	336
	439

or, eighteen days seven hours, and allowing three days five hours for stoppages, makes twenty-one days and a half from London to Constantinople.

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Arrival at Alexandria.

Having arrived at Alexandria, an accredited agent of the Transit Administration at that place will go on board the steamer to meet passengers from our establishment in London, receive their baggage, &c., and meet every wish they have in view. Passengers in *haste* are recommended to have their luggage ready for immediate landing, taking the precaution to lock and lash each package, and, by no means, to trust the address to a card carelessly tied, as it is often torn off, and thus almost impossible to find its owner. Passengers of pleasure, *not in haste*, and who wish to remain in Egypt, should not mix their baggage with that belonging to passengers en route to India *direct*—probably the best plan would be to insist on its being kept on board the steamer until the Indian passengers have all gone forward.

Although hundreds of Indian travellers have visited Egypt, still the remains of that country are unknown to the *English* public generally. Some of the greatest efforts of man (which seem almost coeval with the creation) are still to be seen in their gigantic grandeur; not to be imagined, except by those who have been fortunate enough to see them, to do which greater facilities are now afforded for going up the Nile to Thebes, to the first and second cataracts, Mount Sinai, to Nubia and Abyssinia, with means at disposal for all travellers who wish to visit any of those places and countries. Such parties can, by calling at our offices, get their names sent forward, receive letters of credit, and every matter appertaining thereto, in order that there be no uncalled-for delay; they can be shown "Heads's Eastern and Egyptian Scenery," "Russell's Egypt," "Lane's Modern Egyptians," and "Parbury's Hand-book," *&c. &c.*, with the best maps and views of some of those most wonderful spots in the hitherto benighted country of Egypt.

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In addition to the steamers hereafter mentioned, there are sailing vessels on the Nile, which go to Thebes when required, and every thing is done for travellers intending that journey. The local facilities of Egypt are so little known, that we deem it only due to the British public at large, to inform them, that they can see Egypt, the Pyramids, Thebes in all its fallen gigantic grandeur and magnificence of architecture, and visit the second cataracts, in an absence of four months from their fire sides in England.

Travellers to Syria and Palestine will also have every information on personal application at our office.

Those *Indian passengers* who have families, would do well to leave England for Egypt the month previous to their wishing to embark at Suez; then the route to Suez will be one of ease and pleasure. In Cairo and its vicinity, they should visit the Pyramids without date; the ruins of Memphis; Old Cairo; (the gigantic and beautiful fallen statue of Sesostris at the former place, is most wonderfully pleasing). The citadel of Cairo; the Palaces; the gardens of the Pasha; the manufactories; the public works, and schools in its suburbs, are well worthy of inspection, because they show the dawn of enlightenment under Mehemet Ali's government, and thus a new era in the history of that degenerate country. The ruins of Heliopolis, although but one obelisk standing to mark its site, should be visited, as well as the petrified forest to the south-east on the Suez Desert, and the Catacombs of Saccara on the Lybian one. A month's stay in Egypt for seeing these wondrous remains of thousands of years gone by, combined with an easy journey to Suez without the slightest exposure to sun, is most strongly recommended. Gentlemen proceeding singly would also do well to stay and see the

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above, and when tired of it (if sportsmen) they will find plenty of game; other amusements also offer to fill up their time agreeably.

Passengers and TRAVELLERS, therefore, who are thus about visiting Egypt and Syria, are informed that every necessary convenience they can possibly stand in need of, is always on hand at the Alexandria and Cairo depôts, where tents, bedding, boats, canteens or caffasses, and supplies of all kinds are provided and got ready at an hour's notice. Such are advised not to take anything but their personal baggage. All are recommended to take letters of credit in preference to carrying cash with them, and receive orders for the same upon our agents in Malta, Egypt, &c.

We now accompany the Indian passengers (who are in haste) from Alexandria. Their stay at this point is merely two or three hours, while their baggage is being cleared at the custom house, and the camels laden with it, for conveyance to the Egyptian Company's track boat station on the canal, distant three miles. Parties should lose no time in getting their transit tickets to Suez, from the office of the Transit Administration, for which 12*l.* is paid, and any time afterwards that can be spared may be occupied in visiting Cleopatra's Needle, and Pompey's Pillar, proceeding thence to Moharem Bey's palace, where the track boat station is.

The following is a detail of the Transit Company's charges.

For Tariff, see next page.

Passengers are furnished with three meals per diem during the time they are *en route* free of charge, but their expenses at the hotels must be defrayed by

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TRANSIT ADMINISTRATION TARIFF.

FARES.	1ST CLASS. Ladies, Gentlemen, and Children above 10 years old, in Vans across the Desert.		2ND CLASS. European Female Servants in Vans across the Desert.		3RD CLASS. Children from 5 to 10 years, Indian or Native Female Servants, European Men Servants, Mechanics, &c., in Vans across the Desert.		4TH CLASS. Children from 2 to 5 years, in Vans from Suez to Cairo.		5TH CLASS. Indian or Native Male Servants, on Dromedaries or Donkeys across the Desert.	
	Sovereigns.	Egyptian Piastres.	Sovereigns.	Egyptian Piastres.	Sovereigns.	Egyptian Piastres.	Sovereigns.	Egyptian Piastres.	Sovereigns.	Egyptian Piastres.
From Alexandria to Suez, and *vice versa*	12	1170	10	975	8	780	6	585	4	390
,, Cairo to Suez, and *vice versa*	9	877.20	7½	731.10	6	585	4½	438.30	3	292.20
,, Alexandria to Boulac, and *vice versa*	3	292.20	2½	243.30	2	195	1½	146.10	1	97 .20
Children under two years of age are free of charge.	Allowed 2 cwt. Luggage.		Allowed 1 cwt. Luggage.							

		Shillings.	Egyptian Piastres.
Extra Luggage for 112 lbs.	From Alexandria to Suez, and *vice versa*,	14	68.10
	,, Cairo to Suez,	8	39
	,, Alexandria to Cairo,	6	29.10

In case that all the seats in the vans be taken by the gentlemen, ladies, children, and female servants, the Administration reserves to itself the right of sending the male European servants and mechanics by dromedaries or donkeys, charging 3*l.* instead of 4*l.* 10*s.* Gentlemen desirous of crossing the desert on dromedaries or donkeys, will be charged 3*l.* 10*s.* instead of 2*l.* 5*s.*, but, in this case, the Administration must have due notice by the previous mail for travellers coming from India, and will not be answerable for their arriving in time for the steamers at Boulac.

themselves, as also wines, beer, &c., during their entire transit.

The Administration undertakes to carry merchandize from Alexandria to Suez, and *vice versa*, by steamers or sailing boats at the rate of 8*s.*, or 39 Egyptian piastres per cwt.

Light goods forwarded express with the luggage of the passengers will pay 14*s.*, or Egyptian piastres 68 10 per cwt. Silver, specie, and jewels will pay one-fourth per cent. and gold one-eighth per cent. on their value from Alexandria to Cairo, and *vice versâ*. But silver groups under the value of 8,000 piastres, and gold groups under 16,000 piastres will not be received at a charge of less than 20 piastres. Small parcels to pay Egyptian piastres 10, 15, or 20, according to their size, from Alexandria to Cairo, and *vice versa*. The portmanteaus, trunks, carpet-bags, &c., of the passengers must bear the name and destination of their owners, such inscription to be legible and well secured. On arrival of each steamer, the officer of the Administration will attend to receive the luggage of passengers.

The Administration will not be responsible for any loss or damage of luggage, nor for unavoidable detention.

The Administration will at all times endeavour to employ the easiest means of conveyance, such as donkey-chairs, &c., for invalids and sick persons. Passengers should apply at the office of the Administration as early as possible to take their places, and receive their transit tickets.

The Transit Administration was established by His Highness the Pacha, who has the entire transmission of mails, passengers, &c. &c. in his own hands. There are now horses, with steam and track boats on the canal, steamers on the Nile, and vans over the desert, with hotels the whole distance from Alexandria

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to Suez, as well as stations and sleeping places on the desert; and parties should be particularly cautious not to be misled by any other conveyance, otherwise they will lose the steamer at Suez or Alexandria, and be delayed a month in Egypt.

Route to Cairo.

1st Stage. Alexandria to Atfe, on the canal; distance forty-four miles.

Arrived at the banks of the canal, passengers step on board track boats, which were sent from England of iron, and fitted with superior accommodations. They are towed to Atfe by steam tugs, belonging to the Transit Company.

2nd Stage. Atfe to Cairo, by the Nile; distance 120 miles.

At Atfe, the passengers and luggage are transferred to swift and commodious steamers, anchored two or three hundred yards from the canal, and the passage is made in from sixteen to twenty hours, according to the high or low state of the Nile.

3rd Stage. Cairo to Suez, across the desert, eighty-four miles.

Arrived at Boulac, carriages, horses, donkeys, and camels for the luggage, will be found in readiness to convey the travellers into the city of Cairo, a distance of scarcely two miles, where they must remain at the hotel until the necessary preparations are made for crossing the desert.

For this part of the journey, there are coaches drawn by four horses, each capable of taking eight passengers; ditto, carrying six passengers each; two-wheeled vans, with a sort of tilt cover, carrying four persons each, and drawn by two horses; also donkey

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chairs, a kind of slight sedan, slung upon poles, and carried by two donkeys to each, one before, and the other behind. These are by far the easiest conveyances, and well suited for ladies, children, and invalids. Those who prefer riding may be accommodated with either saddle-horses or donkeys, the latter most to be depended on, being of a much superior description to those of Europe, very easy in their paces, and capable of great fatigue, as one, if a good one will perform the whole journey from Cairo to Suez with but little nourishment. For carrying the luggage, dromedaries are employed.

Parties in ill health and ladies requiring care, should give us fifteen days' notice, in which case we will order them a more comfortable carriage for the Desert, and otherwise arrange for their comfort.

In crossing the Desert during the summer or hot months, it will be well to start from Cairo in the afternoon, a short time before sun-set. The centre station will be reached early next morning. Here the travellers may repose during the heat of the day, and again starting towards the afternoon, reach Suez early the following morning.

During the winter season, when this part of the journey will be performed both by day and night, travellers, especially ladies and invalids, are recommended to provide themselves with cloaks or other warm covering, because, although during the day it is fine, with a temperature equal to a warm day in July or August in England, immediately after sun-set it becomes cold and chilly.

Reserving such small articles as the travellers may require on the road, and can conveniently take in the vans and donkey chairs, the heavy luggage on the dromedaries should be immediately sent on in advance, as they travel slowly, and the passengers, after taking time either for repose or to visit a few of

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the objects of interest in Cairo, will still reach Suez as soon as the luggage.

Along the route through the Desert there are seven station houses, placed at from ten to twelve miles' distance from each other, numbered from 1 to 7, and containing the following accommodation :—

No. 1.—Nine miles from Cairo, contains stabling, and a resting room.

No. 2.—Twenty miles from Cairo, contains two public rooms, one for ladies, another for gentlemen, two private rooms, and a servants' room.

No. 3.—Thirty miles from Cairo, stabling for relays of horses, with one resting room.

No. 4.—Forty-one miles from Cairo, the centre station, contains a large saloon, a ladies' room, servants' room, kitchen, a number of commodious bedchambers, large water tank, stabling, &c.

No. 5.—Thirty miles from Suez, stabling, and a resting room.

No. 6.—Twenty miles from Suez, two public rooms, private rooms, and servants' rooms; the same as No. 2.

No. 7.—Nine miles from Suez, stabling, and a resting room.

At Suez there are two hotels affording temporary accommodation only, as the passengers usually embark immediately on arrival.

Here the steamers of the Honourable East India Company are met with for Bombay; they start on or about the 20th of every month; also those of the Peninsular and Oriental Steam Navigation Company for Ceylon, Madras, Calcutta, and China, on the 7th or 8th of every month.

Passengers for Bombay will do well to arrange so as to arrive at Suez a day or two in advance of the passengers from Southampton, to secure their accommodation, as those who are first on the spot get

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priority of choice. The expense varies according to the number of passengers on board, but the average fare is, for gentlemen, 55*l.*, and ladies, 60*l.*

The passage money may be paid either in sovereigns, rupees, or dollars; but bank notes can be refused (see Appendix C. for Bombay regulations between Suez and Bombay.) It is generally better and safer for all parties to pay the amount to us, for which letters of credit will be given on Egypt, less the rate of exchange on the sum to be paid to the purser of the Suez steamers.

LINE TO CEYLON, MADRAS, AND CALCUTTA,

Per "Hindostan," "Bentinck," and "Precursot," from Suez.

FARES :—

	To Ceylon.	Madras.	Calcutta.
A berth in the general Cabin for a Gentleman	£87	92	102
Ditto for a Lady	97	102	112
Half a double Cabin	127	132	142
A separate Cabin	172	182	192
A gentleman and his wife in the same Cabin	244	254	274

We have lately added to our usefulness in Egypt, by entering into a contract with the Transit Administration for passengers, parcels, &c. &c.; and will go on endeavouring to increase our personal interest with the public, and do all in our power to merit its favour; and we beg, that if at any point of our agency, passengers experience any vexatious trouble or imposition, they will not fail to write to that effect, giving all particulars, that the same may be forthwith altered and compensated for.

WAGHORN & Co.

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The total Expenses to India by these Routes are as follows:—

BOMBAY LINE.

1st Route. Viâ Southampton.						
To Alexandria	£40	0	0			
Transit through Egypt .	12	0	0			
Suez to Bombay . . .	55	0	0			
				£107	0	0
2nd Route. Viâ Marseilles, per French Steamer.						
To Marseilles	£12	0	0			
— Alexandria	22	0	0			
Transit through Egypt .	12	0	0			
Suez to Bombay . . .	55	0	0			
				£101	0	0
Per English Steamer . .				105	0	0
3rd Route. Viâ Venice and Trieste.						
To Alexandria	£30	0	0			
Transit through Egypt .	12	0	0			
Suez to Bombay . . .	55	0	0			
				97	0	0
Viâ Vienna and Constantinople . .				110	0	0

Five Sovereigns will defray hotel expenses, wines, beer, and spirits, in Egypt, which are not included in the passage-money; all else is provided, except bedding, in the Bombay steamers. Macintosh's air beds, to be procured at our offices, are highly recommended, as they answer admirably for palanquin use, or for a march, from being so light and portable.

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CEYLON, MADRAS, CALCUTTA, AND CHINA LINE.

1st Route. Viâ Southampton, 20th of every month. Passengers should book throughout from London, which will save expense—the fares are,

	Ceylon.	Madras.	Calcutta.	Penang.	Singapore.	Hong Kong.	Double Cabins.
	£	£	£	£	£	£	£
Lady.	135	140	150	157	167	192	320 to
Gent.	125	130	140	147	157	182	350.

Cadets, Writers, and Assistant-Surgeons in the East India Company's service, will be charged 100*l.* to Madras, and 105*l.* to Calcutta.

The above rates will be proportionately increased according to the class of accommodation required.

CHILDREN WITH THEIR PARENTS.

	Ceylon.	Madras.	Cal.
Not exceeding two years, FREE.			
Above two years and not exceeding six.....	£47	52	62
Above six years and not exceeding ten.....	67	72	82

PASSENGERS' SERVANTS.

Native servants.....	30	35	40
European servants	50	55	60

For large families an allowance will be made in the foregoing rates.

The rates of passage include steward's fees and table, wines, &c., for first class passengers. Bedding, linen, and all requisite cabin furniture is provided in the steamers at the Company's expense, together with the attendance of experienced male and female servants. The expense of transit through Egypt is also included in the passage money, with the exception of wines, spirits, beer, soda water, hotel expenses, and extra baggage, all of which are charged for separately by the Egyptian Transit Company.

BAGGAGE.—First-class passengers are allowed, *in the Company's steamers only* on either side of the Isthmus 3 cwt. of *personal* baggage free of freight,

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and children and servants 1½ cwt. each. *And passengers will please to take note, that the Company cannot engage to take any excess of baggage over that quantity, unless shipped at Southampton three days before starting, and freight paid thereon.*

All baggage must be shipped on the day previous to sailing, except carpet bags or hat boxes.—All other baggage received on board on the day of sailing will be considered as extra baggage, and charged frieght as such; but if sent to Waghorn & Co., 34, Cornhill, on the 17th of any month, it will be shipped by their establishment at Southampton, and passengers can then remain in London until 9 a. m. on the day of sailing.

The charge for the conveyance of extra baggage, should there be room in the vessel, will be £2 per cwt. between Suez and India, and £1 per cwt. between London and Alexandria.

Passengers will have to pay the Egyptian Transit Company in Egypt 14*s*. per cwt. for conveyance of baggage through, should it exceed, for first-class passengers, 2 cwt., and Children and Servants 1 cwt. No package of baggage should exceed 80 lbs. weight. The best dimensions for a trunk or portmanteau are, length 2 feet 3 in.—breadth, 1 foot 2 in.—depth, 1 foot 2 in.

NOTICE TO PASSENGERS RESPECTING THE CONVEYANCE OF PARCELS.—As the allowance of baggage is on a liberal scale, and the freight of parcels moderate, it is hoped that passengers will not attempt to convey in their baggage, parcels or packages belonging to other persons, to the prejudice of the Company's interests.

Passengers taking articles of merchandize in their baggage, will incur the risk of seizure by the customs' authorities, and of detention for freight by the Company's agents.

As the room for cargo is limited, no baggage can

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be conveyed on freight, unless accompanied by the passenger to whom it belongs.

The Company do not hold themselves liable for any damage or loss of baggage, nor for delays arising from accident, or from extraordinary or unavoidable circumstances; or from circumstances connected with the employment of the vessels in Her Majesty's Mail Service.

CHARGE FOR DOGS 10*l.* each, exclusive of charge for food, 1*s.* per diem, and expenses in Egypt.

2nd Route viâ Marseilles.

	Ceylon.	Madras.	Calcutta.
To Suez as before	£46 0 0	£46 0 0	£46 0 0
From Suez .	87 0 0	92 0 0	102 0 0
	£133 0 0	£138 0 0	£148 0 0

For ladies 10*l.* each additional from Suez.

3rd Route viâ Venice and Trieste.

	Ceylon.	Madras.	Calcutta.
To Suez as before	£42 0 0	£42 0 0	£42 0 0
From Suez .	87 0 0	92 0 0	102 0 0
	£129 0 0	£134 0 0	£144 0 0

Ladies 10*l.* each additional from Suez.

Viâ the Danube and Constantinople	£139 0 0	144 0 0	154 0 0

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ROUTES HOMEWARD.

1ST. VIA TRIESTE.

Passengers to England intending to make a tour of the Continent, should book their places from Alexandria to Trieste at the several offices of Messrs. Waghorn and Co. in India, China, &c., where Passage Tickets can be obtained.

1ST ROUTE. By Inspruck and Tyrol, reversing the route outwards, as given, pages 17 to 19.

2ND ROUTE. By North Italy, Switzerland, and Germany as given in pages 20 and 21. Passengers from Milan to Como, or Lecco, should book their places at the Café de la Place de la Bourse, Milan, or at the railway station the moment of arrival.

It will be necessary to pay attention to the following. There is a steamer from Como at nine A. M. daily for Colico; or diligence may be taken to Lecco and Varenna, off which place the steamer calls at half-past ten for passengers from the small boat which goes out to meet her. Although the steamer arrives at noon at Colico, the diligence direct does not proceed onward until twelve at night, in order to reach Chiavenna at six next morning, so as to pass the Splügen by daylight, which on the homeward route occupies ten hours; while outward, the descent is made in four or five hours. To prevent delay, however, a carriage may be engaged at Colico to reach Chiavenna in good time to pass the night, and so avail of the diligence at six the next morning, as above.

Between Milan and Frankfort diligences are advertised to perform the journey in three and a half days.

3RD ROUTE. By Vienna, Nüremberg, Frankfort, and Ostend.

From Trieste there is a diligence to Zilly in ten hours, at a cost of £1, whence the railway is complete

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to Vienna. Fares are, 1st Class, 18s., 2nd ditto, 13s.; the railway from Trieste to Zilly is in progress, and will be completed in 1847-48. At Vienna some days may be well spent, and all the inns are unexceptionable; the "Archduke Charles" most central. Here passports must be delivered up, and the necessary permission given to reside for a specified time, but that permission must be renewed as often as the time expires. Care should be taken on receiving back the passport to be provided with a ticket of departure, and if post horses are required, written application must be got from the office of the Ministre des Etrangeres. Austrian Lloyd's Itinerary, No. 3, may be followed for the further route homeward,—see Appendix A. The inns at Vienna, Linz, Ratisbon, and Nüremberg, are given at pages 22 and 23.

That route is by diligence to Frankfort, whence the railway is available to Mayence, where the steamer is met on the Rhine to Cologne. Hotel at Mayence, "London." Instead of following this route, however, a pleasing deviation may be made by returning from Vienna by the rail to Bruck, and going thence by diligence to Salzburg, whose romantic beauties cannot be sufficiently extolled. The inns are "Goldener Schiff," and "Three Allies." Go thence to Munich, the capital of Bavaria, by Eilwagen; then through Wassenburg or Rosenheim: the latter the longer route, but infinitely to be preferred, on account of its scenery. Munich will well repay a visit. The inns are "Baierischer Hof," "Promenader Platz," and "Goldener Stag." From Munich to Augsburg, there is railway conveyance three times a day in two hours and a half. Inns at Augsburg, the "Three Moors," and "Hotel Lutz," at the railway station. Passports are *visé* here. From Augsburg to Ulm by Eilwagen, daily, in nine hours. From Ulm to Stuttgardt, see page 18. Railway in progress.

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4TH ROUTE by Vienna, Prague, Dresden, Hanover, and Hamburg. See Itinerary, No. 4, Appendix A.

From Hamburg to Hull there are steamers twice a week; and from Hull to London the rail is available. The General Steam Navigation Company's steamers also leave Hamburg for London twice a week.

5TH ROUTE is by Vienna, Berlin, and Hamburg. See Itinerary, No. 5, Appendix A.

It is necessary to remark that all baggage by the railways on the Continent is charged for extra, when exceeding a certain weight according to scale; and portmanteaus and carpet-bags are the best sort of packages, all *wooden* boxes being refused by the Eilwagens.

The Austrian Government has lately made very great concessions in the quarantine regulations, and passengers direct from Alexandria will be allowed free pratique one day after arrival at Trieste.

2ND. VIA FRANCE.

The French Government steamers leave Alexandria on 10th, 20th, and 30th of each month, and make the passage to Marseilles in seven days, calling at Malta only. The quarantine by this route is ordinarily seventeen days. (See pages 15 and 16 for details.) Passengers wishing to visit the South of Italy will perform this quarantine in the Lazaretto of Malta, and can then take one of the numerous steamers leaving for Naples, &c.

3RD. VIA SOUTHAMPTON.

The Peninsular and Oriental Company's steamers leave Alexandria on 7th and 22nd of every month, and reach Southampton in sixteen days, which, from being allowed to count as quarantine, passengers are generally released on the return of post from London.

Waghorn and Co.'s Agent at Southampton will be in attendance to render any service required in clearing baggage, &c. through the Custom House, and application should be made for him immediately the steamer arrives in the docks.

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APPENDIX.

A.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

TRAVELLERS are informed that the Imperial Post-Office Packets, of the above-mentioned establishment are appointed to leave TRIESTE and ALEXANDRIA, *vid* SYRA and CORFU, in 1846, as follows:—

From Trieste.	From Alexandria.
August 4, and 18, . .	. 5, and 19.
Sept. 1, 15, and 29, . .	. 2, 16, and 30.
Oct. 13, and 27, . .	. 14, and 28.
Nov. 10, and 24, . .	. 11, and 25.
Dec. 8, and 22, . .	. 9, and 23.

And every alternate fortnight.

Fares.

First Class, including berths	fl.125	20	or £13	4	0
Second Class, ,, ,,	85	20	,,	9	0	0
Third Class, (on deck)	60	20	,,	6	7	0

Table.

First Class	fl.2½	or about	5*s.* 3*d.* per day.
Second Class	1½	,,	3*s.* 2*d.* ,,
Third Class	½	,,	1*s.* 1*d.* ,,

And the Austrian Lloyd's Navigation Company hereby give notice that in consequence of H. M. Government, and the Hon. East India Company having resolved on a series of experiments with Indian Despatches through Mr. Waghorn to London and Trieste, they have placed one of their best, largest, and fastest steamers at Alexandria, to leave that port with passengers after the arrival at Suez of the Monthly Mail leaving Calcutta 10th of every month.

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The Company are taking the most effective steps to meet the views of the Indian public in this new route, towards which are now opened various ways for passengers *vid* Trieste, Venice, Milan, Vienna, Prague, Salzburg, Munich, Augsburg, &c., to London. New large steamers built for the public comfort of India, will, it is expected, be ready on this line early next year, and others of a larger size will follow through this Company.

The *Imperatore*, one of their fastest and largest steamers, will ply regularly between Alexandria and Trieste without touching at Syra, or any port of the Adriatic, except Corfu.

Indian passengers should register, and send forward their names at Messrs. Waghorn & Co.'s Agents, Messrs. Samuel Smith & Co, Calcutta, and Messrs. Griffiths & Co., Madras, paying a deposit of 10*l.* each, to obtain the choice of accommodation agreeably to their deposit being paid on the list for each month.

Gentlemen, first class passengers, to pay £25
Ladies 30
} From Alexandria to Trieste.

Which sum includes the passage money, bedding, and victualling. Children under ten years, half price; Servants to be agreed for. No second class passengers can be allowed at present.

The expense of the journey from Trieste to London, *vid* Venice, Milan, Vienna, &c. &c. &c., will vary in price according to the route taken; and if done easily, it will only cost from 12*l.* to 15*l.* sterling by land, and less by the Rhine.

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ITINERARY.

No. I.

BY WAY OF INSPRUCK, THE TYROL, &c.

Stations.	Public Conveyance.	Time in Hours.	Fares.
Trieste to Cognegliano,	Diligence, ...	18	£0 18 0
Conegliano to Brixen, Brixen to Inspruck, ..	Do.	31	1 12 6
Inspruck to Fussen,....	Do.	12½	0 10 0
Fussen to Ulm,.....	Do.	16	0 11 0
Ulm to Stuttgardt, ...	Do.	8	0 11 0
Stuttgardt to Carlsruhe,	Do.	3½	0 10 0
Carlsruhe to Manheim,..	Railroad, ...	2¼	0 5 6
	Do. 2nd Class 3s. 10d.		
	Do. 3rd Class 3s.		
Manheim to Cologne, ..	Steamer on Rhine, ..	12	0 17 6
Cologne to Ostend, ...	Railroad, ...	15	1 0 6
	Do. 2nd Class 16s.		
	Do. 3rd Class 10s.		
Ostend to Dover,.....	Steamer,.....	5	1 1 0
	Do. 2nd Class 10s. 6d.		
Dover to London,.....	Railroad, ...	3½	0 19 0
	Do. 2nd Class 7s.		
		126¾	8 16 0

No. II.

BY VENICE, MILAN, AND SWITZERLAND, &c.

Stations.	Public Conveyance.	Time in Hours.	Fares.
Trieste to Venice, ...	Steamer,.....	8	£0 14 0
Venice to Milan,.....	Railroad to Vicenza then Diligence,....	32	1 15 0
Milan to Lucern,.....	Diligence,.....	31½	1 11 0
Lucern to Basle, ...	Do.	12	0 11 0
Basle to Strassburg,....	Railroad, ...	4½	0 11 0
	Do. 2nd Class 8s. 6d.		
	Do. 3rd Class 5s. 9d.		
Strassburg to Kehl,....	Omnibus, ...	¾	0 0 8
Kehl to Carlsruhe, ...	Railroad, ...	3	0 6 0
	Do. 2nd Class 4s.		
	Do. 3rd Class 3s.		
Carlsruhe to London, ..	Vide No. I.	37¾	4 3 6
		129½	9 12 2

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No. III.

BY VIENNA, NUREMBURG, FRANCFORT, & OSTEND.

Stations.	Public Conveyance.	Time in Hours.	Fares.
Trieste to Zilly, ...	Diligence, ...	42	£1 0 0
Zilly to Vienna, ...	Railroad, ...		18
	Do. 2nd Class		13
	Do. 3rd Class		
Vienna to Linz, ...	Courier, ...	17	1 2 6
Linz to Regensburg, ..	Diligence, ...	24	1 1 0
Regensburg to Nuremburg,.....	Do.	12½	0 12 0
Nuremburg to Francfort *on the Maine*,.....	Do.	23½	1 7 0
Francfort to Mainz,....	Railroad, ...	1	0 3 6
	Do. 2nd Class 2s. 6d.		
	Do. 3rd Class 10d.		
Mainz to Cologne, ...	Steamer, ...	9	0 17 0
	Do. 2nd Class 9s.		
Cologne to London,....	Vide No. I.	23½	3 0 6
		160½	10 19 6

No. IV.

BY VIENNA, PRAGUE, DRESDEN, HANOVER, &c.

Stations.	Public Conveyance.	Time in Hours.	Fares.
Trieste to Vienna, ...	Vide No. III.	42	£2 16 0
Vienna to Prague, ...	Railroad, ...	20	2 4 0
	Do. 2nd Class.		
	Do. 3rd Class.		
Prague to Dresden,....	Steamer, ...	12	0 14 0
Dresden to Leipzig,....	Railroad, ...	4	0 9 0
	Do. 2nd Class 6s. 6d.		
	Do. 3rd Class 4s. 6d.		
Leipzig to Hanover,....	Railroad, ...	10½	1 2 0
	Do. 2nd Class 14s. 6d.		
	Do. 3rd Class 9s.		
Hanover to Hamburg,..	Diligence, ...	18	0 17 0
Hamburg to London, ..	Steamer,.....	55	4 0 0
(*Steamer from Hamburg to Hull every day at 2l.*		169½	12 2 0

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No. V.

BY VIENNA, BERLIN, AND HAMBURG.

Stations.	Public Conveyance.	Time in Hours.	Fares.
Trieste to Vienna, ...	Vide No. III.	42	£2 16 0
Vienna to Olmutz, ...	Railroad, ...	8	1 2 6
	Do. 2nd Class, 11s. ..		
	Do. 3rd Class, 9s. 6d.		
Olmutz to Ratibor	Railroad.....		
Ratibor to Breslaw,....	Railroad, ...	6	0 14 6
	Do. 2nd Class 10s.		
	Do. 3rd Class 6s.		
Breslaw to Liegnitz, ..	Railroad, ...	2	0 5 0
	Do. 2nd Class 3s. 2d.		
	Do. 3rd Class 2s.		
Liegnitz to Francfort *on the Oder.*	Diligence, ... (*The Railroad is supposed to be now opened*).	22	0 19 6
Francfort to Berlin, ...	Railroad, ...	2¾	0 9 0
	Do. 2nd Class 6s. 6d.		
	Do. 3rd Class 4s.		
Berlin to Hamburg,....	Diligence,.....	31½	2 2 0
Hamburg to London, ..	Steamer, ...	55	4 0 0
		190¼	12 17 0

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Besides the advantages of the route by Trieste enumerated—advantages which progressively increase—a few others may be mentioned, more particularly for the information of those Travellers who, not being pressed for time, may desire to know what the immediate neighbourhood of Trieste can offer to the curious.

Steamers of the same Company ply between Trieste and Venice four times a week, performing the passage in about seven hours. The renown of Venice for objects of curiosity need not be here repeated, but there is now one of recent erection not yet generally noticed, namely, the new Bridge, which crossing the Lagunes, connects the city with the mainland. This Bridge is about five miles long! and serves as a viaduct for the railroad which, when completed, is to reach Milan.

It is at present in full operation as far as Vicenza.—Fare to Venice and back about 1*l.* 12*s.*

Other steamers make trips twice a week along the coast of Istria visiting the several ports till they arrive at Pola, celebrated for its well preserved amphitheatre, temple, triumphal arch and other Roman antiquities. The trip to Pola and back is made in two days.—Fare about 23*s.*

A third steamer starts every alternate Thursday from Trieste for Dalmatia, running to Lussin, Zara, Sebenico, near which are the magnificent falls of Kerka, Spalato, containing the once celebrated palace of Diocletian, so ably described by Adams,—Lesina, Curzola, Ragusa, and the Bay of Cattaro, which last is twenty miles long, and resembles very much the Bosphorus.—The whole fare is about 5*l.* 10*s.* out and home.

Those who may prefer a trip inland, will find at the distance of about seven hours' drive from Trieste, one of the most splendid and extraordinary curiosities of nature —the grotto of Adelsberg.—In the same direction about two hours' ride further, are situated the famous quicksilver mines of Idria.

Several other objects of interest might be pointed out, but it is presumed enough has been mentioned for a notice of this sort.

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AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY'S AGENTS.

LONDON . . .	Messrs.	WAGHORN and Co.
INDIA and CHINA	The Agents of Messrs.	WAGHORN and Co.
ANCONA	Signor	LUIGI EUSEBY.
CORFU	„	EUSTO CALAFATI.
PATRAS	„	G. A. KOLLMUNZER.
PIRCO	„	CRISTO. SODARGNA.
ATHENS	„	FORTUNATO IVICH.
SYRA	„	PIO TERENZIO.
MAUPLIA . . .	„	BONIFO. BONAFIN.
SMYRNA. . . .	„	GIOV. JOANNOVICH.
CANEA	„	VINCENZO STIGLICH.
ALEXANDRIA .		THOMAS SMART, Esq.
CONSTANTINOPLE	„	M. G. MARINITSCH.
DARDANELLES .	„	NICOLO XANTOPULO.
SALONICA . . .	„	N. MAZAROVICH.
VARNA	„	A. TEDESCHI.
GALATZ	„	PIETRO MARASSI.
IBRAILA	„	NICOLO ARMELLINI.
SAMSOUN . . .	„	SRIF. DE MATTEI.
TREBISOND . .	„	CARLO DENOTOVICH.
RHODES	„	A. G. GUILIANICH.
LARNACA . . .	„	GUISEPPE BEATI.
BEYROUT . . .	„	GIORGIO LAURELLA.

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FRENCH MEDITER

Table showing the Organization of Steam Packets, the

Points of Departure.	Places of Destination.	Rates of postage for a single letter weighing one quarter of an ounce.	Distance in miles.	Fares of Passengers in the Packets: for Places of the 1st Class.			Places of the 2nd Class.			Places of the 3rd Class.		
		d.		£	*s.*	*d.*	£	*s.*	*d.*	£	*s.*	*d.*
Marseilles	To Alexandria	10	1450	19	4	0	11	10	5	7	13	8
	Civita Vecchia ..	5	380	5	4	10	3	7	3	2	1	8
	Constantinople ..	9	1921	18	12	0	11	3	3	7	8	10
	Dardanelles	9	1771	16	16	0	10	1	8	6	14	6
	Leghorn.....	5	257	4	0	0	2	11	3	1	12	0
	Malta.....	7	897	11	0	0	7	0	10	4	8	0
	Naples	6	543	7	10	5	4	16	0	3	0	0
	Smyrna	9	1618	16	0	0	9	12	0	6	8	0
Leghorn	To Civita Vecchia ..	4	123	1	0	0	0	12	0	0	8	0
	Constantinople ..	8	1664	15	12	0	9	4	0	4	16	0
	Dardanelles	8	1514	14	8	0	8	0	0	3	12	0
	Malta.....	7	640	6	0	0	3	12	0	1	16	0
	Marseilles	5	257	2	16	0	1	16	0	0	16	0
	Naples	5	286	2	16	0	1	12	0	0	16	0
	Smyrna	8	1362	13	4	0	7	4	0	3	4	0
Civita Vecchia	To Constantinople ..	8	1540	14	8	0	8	0	0	3	12	0
	Dardanelles	8	1391	14	0	0	7	12	0	3	4	0
	Leghorn.....	4	123	1	0	0	0	12	0	0	8	0
	Malta	6	517	4	8	0	3	4	0	1	4	0
	Marseilles	5	380	4	0	0	2	16	0	1	4	0
	Naples	4	162	1	4	0	0	16	0	0	12	0
	Smyrna	8	1238	12	0	0	6	8	0	2	16	0
Malta.	To Civita Vecchia ..	6	517	4	8	0	3	4	0	1	4	0
	Constantinople..	8	1024	10	0	0	6	0	0	2	16	0
	Dardanelles	8	874	9	0	0	5	8	0	2	4	0
	Leghorn	7	640	6	0	0	3	12	0	1	16	0
	Marseilles.....	7	897	9	4	0	5	12	0	2	8	0
	Naples	5	354	3	4	0	2	8	0	0	16	0
	Smyrna.....	8	721	6	16	0	4	0	0	2	0	0
	Alexandria	8	856	10	0	0	6	0	0	2	16	0

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RANEAN STEAMERS.

Rates of Postage for Letters, and Fares of Passengers.

ARRIVAL AND DEPARTURE OF PACKETS IN EACH SEA-PORT.

Packet coming from *Malta*	Arrives at *Marseilles*	On 1st, 11th, and 21st of each month, at 6 P.M.
	Departs from *Marseilles*	On the 1st, 11th, and 21st of each month, at 5 P.M.
Packet coming from *France*	Arrives at *Leghorn*	On the 3rd, 13th, and 23rd of each month, at 6 A.M.
	Departs from *Leghorn*	On the 3rd, 13th, and 23rd of each month, at noon.
Packet coming from *Malta*	Arrives at *Leghorn*	On the 10th, 20th, and 30th of each month, at 2 P.M.
	Departs from *Leghorn*	On the 10th, 20th, and 30th of each month, at 8 P.M.
Packet coming from *France*	Arrives at *Civita Vecchia*	On the 4th, 14th, and 24th of each month, at 6 A.M.
	Departs from *Civita Vecchia*	On the 4th, 14th, and 24th of each month, at 2 P.M.
Packet coming from *Malta*	Arrives at *Civita Vecchia*	On the 9th, 19th, and 29th of each month, at 6 A.M.
	Departs from *Civita Vecchia*	On the 9th, 19th, and 29th of each month, at 2 P.M.
Packet coming from *France*	Arrives at *Malta*	On the 7th, 17th, and 27th of each month, at 8 A.M.
	Departs from *Malta*	On the 6th, 16th, and 26th of each month, at 10 A.M.
Packet coming from *Constantinople*	Arrives at *Malta*	On the 4th, 14th, and 24th of each month, at 3 P.M.
	Departs from *Malta*	On the 8th, 18th, and 28th of each month, at 6 A.M.

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Points of Departure.	Places of Destination.	Rates of postage for a single letter weighing one quarter of an ounce.	Distance in miles.	Fares of Passengers in the Packets: for Places of the 1st Class.			Places of the 2nd Class.			Places of the 3rd Class.		
		d.		£	*s.*	*d.*	£	*s.*	*d.*	£	*s.*	*d.*
SMYRNA.	To Civita Vecchia	8	1238	12	0	0	6	8	0	2	16	0
	Constantinople	5	310	3	4	0	2	0	0	0	16	0
	Dardanelles	4	160	1	12	0	1	0	0	0	8	0
	Leghorn	8	1362	13	4	0	7	4	0	2	4	0
	Malta	8	721	6	16	0	4	0	0	2	0	0
	Marseilles	9	1618	15	4	0	8	16	0	4	8	0
	Naples	8	1076	10	8	0	5	12	0	2	8	0
DARDANELLES	To Civita Vecchia	8	1387	14	0	0	7	12	0	3	4	0
	Constantinople	4	150	1	12	0	1	0	0	0	8	0
	Leghorn	8	1512	14	8	0	8	0	0	3	12	0
	Malta	8	870	9	0	0	5	8	0	2	4	0
	Marseilles	9	1767	16	0	0	9	4	0	4	16	0
	Naples	7	1225	11	12	0	6	0	0	2	16	0
	Smyrna	4	160	1	12	0	1	0	0	0	8	0
CONSTANTINOPLE	To Civita Vecchia	8	1537	14	8	0	8	0	0	3	12	0
	Dardanelles	4	150	1	12	0	1	0	0	0	8	0
	Leghorn	8	1661	15	12	0	9	4	0	4	16	0
	Malta	8	1020	10	0	0	6	0	0	2	16	0
	Marseilles	9	1917	17	4	0	10	0	0	5	4	0
	Naples	8	1375	13	4	0	7	4	0	3	4	0
	Smyrna	5	310	3	4	0	2	0	0	0	16	0
ALEXANDRIA.	To Malta	8	856	10	0	0	6	0	0	2	16	0
	Marseilles	10	1450	19	4	0	11	10	5	7	13	8

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ARRIVAL AND DEPARTURE OF PACKETS IN EACH SEA-PORT.

Packet coming from *France*	Arrives at *Smyrna*	On the 2nd, 12th, and 22nd of each month, at 11 A.M.
	Departs from *Smyrna*	On the 2nd, 12th, and 22nd of each month, at 5 P.M.
Packet coming from *Constantinople*	Arrives at *Smyrna*	On the 9th, 19th, and 29th of each month, at 8 A.M.
	Departs from *Smyrna*	On the 10th, 20th, and 30th of each month, at 8 A.M.
Packet coming from *France*	Arrives at the *Dardanelles*	On the 3rd, 13th, and 23rd of each month, at 10 A.M.
	Departs from the *Dardanelles*	On the 3rd, 13th, and 23rd of each month, at noon.
Packet coming from *Constantinople*	Arrives at the *Dardanelles*	On the 8th, 18th, and 28th of each month, at 7 A.M.
	Departs from the *Dardanelles*	On the 8th, 18th, and 28th of each month, at 9 A.M.
Packet coming from *France*	Arrives at *Constantinople*	On the 4th, 14th, and 24th of each month, at 9 A.M.
	Departs from *Constantinople*	On the 7th, 17th, and 27th of each month, at 4 P.M.
Packet coming from *Alexandria*	Arrives at and departs from *Malta*	On the 4th, 14th, and 24th of each month.
	Arrives at *Marseilles*	On the 7th, 17th, and 27th of each month.

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REGULATIONS

RESPECTING

PASSENGERS IN THE FRENCH STEAM PACKETS.

LUGGAGE.—Each passenger is allowed a weight determinable in the following proportions, viz. :—

Within the Stations between Marseilles and Malta,

200 lbs.	for places of the	1st class.
120	ditto	2nd class.
60	ditto	3rd class.

And from any one of the Stations in the Levant to another in the same Sea, of which Malta forms the intermediate point,

400 lbs.	for places of the	1st class.
200	ditto	2nd class.
100	ditto	3rd class.

When the weight of luggage exceeds the weights mentioned above, each 20 lbs. or less above such weight, will be liable to the payment of one centime (about the tenth of a penny) per marine league.

CHILDREN under ten years of age to pay half the fare of the person in charge of them. For children above ten years of age the whole fare is demanded.

CARRIAGES.—Eighty centimes per marine league for the transport of a four-wheeled carriage, and fifty centimes per marine league for a carriage on two wheels.

DOGS will be admitted on payment of two francs for a distance of less than one hundred marine leagues, and five francs for that distance and upwards.

A Restaurateur will be found on board each packet, who provides two meals daily for first and second class passengers, payment for which is compulsory, whether partaken of or not. Passengers of the first class are charged six francs each daily for breakfast and dinner,

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for which tea also is provided if asked for. Passengers of the second class are charged four francs; viz., one franc fifty centimes for breakfast, and two francs fifty centimes for dinner. Prices of the articles furnished to third class passengers are indicated on a card on board. These pay for what they make use of only. Passengers of the first and second classes who may be ill, and unable to partake of the ordinary, will have soup, tea, or refreshing drinks given them free of charge; but in every other instance, whatever passengers may require between meals will be charged against them.

C.

CONTAINING THE LATEST NOTIFICATION OF THE BOMBAY GOVERNMENT IN THE MARINE DEPARTMENT.

Bombay Castle, 6th Dec. 1841.

Rules for the engagement of passages and accommodation of passengers in the Government Steam Packets between Bombay and Suez.

The Honourable the Governor in Council has been pleased to direct, that the following rules for the regulation of passages and passengers in the government steam-packets be published for general information, and that these rules be brought into operation on the 1st January next, in supercession of those at present in force.

1.—Application for passage is to be made at the office of the Master Attendant in Bombay, and at other ports to the Commander.

2.—The vessel which conveys the Mail intended to reach Suez on the 19th of any month, is to be designated the steamer of that month; for instance, the January steamer is the one which is destined to reach Suez on the 19th January, although leaving Bombay possibly before the end of December.

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3.—Passengers are to be divided into two classes, viz. :—

First Class, who sit at the Commander's table, and are entitled to all the privileges of the quarter-deck.

Second Class, who are not entitled to walk aft of the paddle-boxes, who berth forward, and either arrange for their own provision, or mess with the warrant officers and engineers.

4.—Every passenger of the First Class shall pay the following sum, as table money, for the voyage from Bombay to Suez, or from Suez to Bombay, viz. :—

	Rupees.
A lady or gentleman	200
A child ten years of age, and above five years	100
A child five years, and above one . .	80
A child one year and under . . .	50
A child under one year, and with the mother	Free.

These rates apply to the steamers of every month throughout the year, with the exception of those of July and August, in which the table money from Bombay to Suez will be as follows, viz. :—

	Rupees.
A lady or gentleman	300
A child under ten years	150
A child under five years	120
A child under one year	75
Do. with the mother	Free.

But the rate from Suez to Bombay will be the same in all months. It is to be understood, that for the above sums the passengers are to be provided with a plain substantial table; but no person is entitled to more than one pint of wine and one bottle of beer per diem. Cabin passengers have the first choice of seats at the table, and after them the saloon passengers, in preference to those on the deck, whose priority will be arranged according to their standing on the passage list. The seats will be arranged by the Commander, and once taken, they cannot be changed without his permission during the voyage.

5.—In addition to the table-money, the following sums will be charged for the accommodation engaged by first class passengers, viz.—

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	Rupees.
A treble cabin	1000
A double cabin	800
A single cabin	500
A saloon berth	330
A deck passage	300

6.—Every second class passenger shall pay 150 rupees.

7.—For each European servant 50 rupees must be paid as subsistence money, and 50 rupees as passage money; for Native servants the charge will be one-half the rate for an European; but none are to be considered and taken as servants, unless they actually accompany their masters or mistresses.

8.—Three lists for each month's steamer will be kept at the Master Attendant's office, viz., one for cabin passengers, one for saloon, and one for deck passengers. A statement of the number of each class which each packet is calculated to accommodate, will be open at the same place to the inspection of the public.

9.—Every applicant may register his name in whichever of the lists he pleases, but the name of the packet will not be declared until ten days prior to the appointed day of sailing, when choice of accommodation will be given according to priority of standing on the lists, ladies having the preference for the first three cabins.

10.—In the event of a greater number of names having been registered than the steamer, when declared, is calculated to accommodate, the supernumerary names on the cabin lists may be transferred to that of the saloon, or the deck; and those of saloon lists to that of the deck; or they may be withdrawn, and the deposit repaid, at the option of the parties. In the case of a transfer under this rule, the name will be placed in the same position in which it would have stood by date of registry, had the original application been for a saloon or a deck passage, instead of for a cabin, or for a deck instead of for a saloon. Should any of the cabin or saloon berths remain open after the vessel has left the harbour, the saloon or deck passengers may be allowed to take them on paying

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into the hands of the Commander the regulated difference of price.

11.—Ladies and children can take passages in cabins only; and female servants cannot be accommodated otherwise than in the cabins engaged for the family they accompany.

12.—A passenger who has engaged a cabin may make what arrangement he likes for its occupation; he may either keep it entirely to himself, or admit to share it with any one that he pleases, provided only that the name of the person so admitted (if an adult) must have been previously on one of the lists, and subject to the following restrictions, viz.;—

A treble cabin cannot be appropriated to the accommodation of more than—

Four ladies.
Three gentlemen.
Six children.
One lady and four children.
Two ladies and three children.
Three ladies and two children.
One gentleman and three children.
Two gentlemen and two children.
A lady and her husband, with two children.

A double cabin cannot be appropriated to more than—

Three ladies.
Two gentlemen.
Four children.
A lady and three children.
Two ladies and two children.
A gentleman with two children.
A lady and her husband, with one child.

A single cabin cannot be appropriated to more than—

Two ladies.
One gentleman.
Three children.
One lady and two children.

Children under five years of age may be taken extra to the complement of a cabin, on payment of 50 rupees for each additional.

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13.—Passages for intermediate places can be engaged only when there is accommodation not taken up for the entire voyage, unless the parties are willing to pay the price of the whole voyage; in which case they may register their names in the same manner as all other passengers. The vacant accommodation will be declared three days before the sailing of the vessel. The passage between Aden and Mocha, and Bombay and Suez, respectively, will be counted as one-half of the whole passage between Bombay and Suez; between Judda and Suez will be counted as one-third, and between Judda and Bombay as two-thirds; Cossier and Suez are considered to be alike.

14.—The engagement of a passage will not be considered valid, unless a deposit of the following sums be made at the time of application, viz.—

	Rupees.
For a cabin passage	300
For a saloon	150
For a deck	125

This deposit, should the party not proceed, will invariably be forfeited, except under the provisions of Article 10, and in cases where, by the production of a medical certificate, it is satisfactorily shown that the person was compelled by sickness to abandon the passage. A deposit is not required on the registry of the names of children, except when the children are to occupy a cabin by themselves, in which case the same deposit must be made as for the cabin passage of a lady or gentleman, viz. 300 rupees.

15.—To prevent unnecessary trouble, the Master Attendant is authorised to receive and pass receipts for the deposit money.

16.—Ten days prior to the appointed day of sailing, each passenger must pay to the Master Attendant the remaining portion of the passage money, in default of which the deposit will be considered forfeited, and any claim to passage invalid. When the cabins are finally allotted, an adjustment will be made with the party or parties to whom

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they are appropriated, the difference between the value of the place occupied by each individual, and the deposit made under Article 14 being made up, or returned, as the case may be. When the passage money has been paid up, no portion of it can, on any plea, be returned, except under the provisions specified in Article 14.

17.—Persons who, from non-arrival at Bombay, may have omitted to pay the balance of the passage money, may be re-admitted as passengers, if before the period of departure the balance is paid. They, however, will be placed at the bottom of the list of the class of passengers in which they are registered.

18.—No transfer of accommodation in the steamers by an individual who has taken a passage, to one who has not taken his passage, will be permitted; but, after the list has been filled up, any person wishing to stand the chance of succeeding to a vacancy, caused by a lapse of any kind, may do so, by registering his name and paying the required sum, which will be refunded to him should no vacancy occur.

19.—It is to be understood, that Government reserves to itself the right of appropriating a cabin, or cabins for the use of public functionaries, or others proceeding on duty or by special order of Government as passengers in any of the Honourable Company's steamers.

20.—Passengers on a steamer that may, from accident or other causes, be obliged to return to port, will be entitled to the refund of the amount that has been paid, deducting therefrom a sum for the table allowance of the Commander, according to the number of days that the vessel may have been at sea, calculating the average time occupied in a voyage to or from Suez to be eighteen days, and Aden ten days.

21.—It is necessary for passengers, not belonging to the Honourable Company's service, to make the requisite arrangements at Suez, or other intermediate port, with the Commander, before, or at least, at the time of their embarkation, for the payment of the passage money.

22.—For the convenience of passengers from the Red Sea to India, the Commanders of the Honourable Com-

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pany's packets, are authorized to receive payment of passage money at Suez, or any port between Suez and Bombay, in sovereigns, Spanish dollars, or German crowns, at the following rates of exchange, viz. sovereigns at 10 rupees each; Spanish dollars at 2 rupees and 3 annas each; German crowns at 2 rupees and 2 annas each.

23.—The baggage of each passenger must not exceed four boxes of the following dimensions:—

Length	2 feet 5 inches.
Breadth	1 foot 5 ,,
Depth	1 ,, 3 ,,

And the total weight must not be more than 4 cwt. Second class passengers are allowed half the above quantity.

24.—Each cabin passenger may, if he pleases, put all his baggage into his cabin. The saloon and deck passengers will be allowed to keep one box or bag above. The rest of the baggage is to be in the baggage room, and passengers will be allowed access to it twice a week, on a day and hour fixed by the Commander, who will appoint a person to have charge of the baggage.

25.—Any applicant may be refused a passage without any cause being assigned, either by the authorities at Bombay, or by the Commander of the vessel, when away from Bombay, but a report of the rejection is to be communicated to Government.

26.—All persons who take passage, either themselves, or through their agents, will be considered as thereby binding themselves to comply with these rules, which will be shown by the Master Attendant, or by the Commander of the vessel, to parties who engage passage.

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Messrs. WAGHORN and Co.'s Agency in connexion with the Peninsular and Oriental Steam Company, for Overland Parcels by Steam to India, China, &c., 1st and 18th of every month.—Chief Office, 34, Cornhill; Branch Office, Chaplin's, Regent Circus, London; and Shipping Office, 108, High Street, Southampton.

REDUCED RATES FOR PARCELS OVERLAND.

All Parcels under 12 oz. Five Shillings.

		Light Packages, Millinery, Hats, &c.
To BOMBAY, Five Shillings each Parcel, and 3s. per lb. up to 50 lb.	1 cubic foot,	£2 : 5
	2 „ „	4 : 10
	3 „ „	6 : 10
„ ADEN*....	Five Shillings each Parcel, and 1s. 6d. per lb. Packages exceeding 30 lbs. will be taken at a further reduced rate . .	According to Agreement.
„ CEYLON ..		
„ MADRAS..		
„ CALCUTTA		
„ SINGAPORE	Five Shillings each Parcel, and 1s. 9d. per lb. Do.	
„ PENANG....		
„ HONG KONG		

„ BATAVIA, same rates as to Singapore, whence they will be forwarded at the expense of the party addressed.

Packages should not exceed 84 lbs., and when measuring one cubic foot must be in wood as well as tin.

VALUABLE ARTICLES, JEWELLERY, Gold and Silver Watches, &c., under 25*l.* charged according to agreement. Above that value 3 per cent.

PERIODICALS, BOOKS, AND PRINTED PAPERS, 3*s.* per lb. They should be open at the ends, have a piece of

* Parcels to Aden by the Bombay steamers will be charged Bombay rates.

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string passed round them, and nothing but the address on the envelope.

EGYPTIAN TRANSIT DUTY, ½ per cent. on the value, will be charged in addition.

The carriage should be paid in London, but under peculiar circumstances it can be received in India; this however will retard delivery, as parcels cannot be given up unless previously paid for, and there will be additional charges.

CARRIAGE OF PARCELS from the country to London must be paid by the senders.

RISK.—WAGHORN & Co. are not responsible for loss, therefore strongly recommend Insurance in all cases, which they can effect at Lloyd's, at 40*s.* per cent. to the Presidencies, and 10*s.* per cent. extra to the interior. To Penang, Singapore, and China, 50*s.* per cent.

No parcel to contain letters, bills, or money, and the contents and value must be correctly marked on each.

CONSIGNMENT.—W. & Co.'s Agents deliver free—unless there be import duties—all parcels for Bombay, Ceylon, Madras, Calcutta, Singapore, and Hong Kong. Parties in the interior expecting parcels should communicate with our Agents, and if a shilling be paid to us, we will advise them; beyond Singapore and Hong Kong they will be forwarded at the Consignee's expense. From Singapore to Batavia there are steamers monthly. Receipts will be given for each parcel, and all charges mentioned.

INDIAN IMPORT DUTIES 5¼ per cent. should be paid to W. & Co. in London, which will hasten delivery, particularly on parcels for the interior; for, on arrival at the Presidency, they will then be despatched immediately. If not paid in London, W. & Co.'s Agents in India write to the parties addressed, and their parcels are detained till the duties are paid.

PARCELS FOR THE INTERIOR, to go rapidly, should be in tin, under 10 lbs., soldered air-tight; and if two or more for the same address, the united weights only are charged.

CERTAIN DESPATCH.—W. & Co.'s means for sending

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parcels rapidly, for years past, are well known; they beg to observe, that if not sent through their office, they are sometimes delayed a month, and frequently lost, but W. & Co. use the utmost despatch, and every parcel can be traced until delivery.

Any information not sufficiently explanatory above, WAGHORN & Co. will furnish; and where they have no Agents, parcels can be advised by post, and sent under cover to 34, Cornhill, where they will be taken charge of, and an account of expenses rendered, which should be remitted by Post Office Order, Postage Stamps, or other convenient method.

Passengers taking parcels, are subject to Custom-House dues in Egypt and India, which constantly involves them in difficulties.

AGENTS IN ENGLAND, &c.

LONDON, Messrs. WAGHORN and Co., 34, Cornhill, and CHAPLIN'S Universal Office, Regent Circus.
LIVERPOOL, Mr. C. WILLMER, South John Street.
MANCHESTER, Mr. W. E. BROWN, 18, Browne Street.
BIRMINGHAM, Mr. RICH. SMITH, Union Passage.
SOUTHAMPTON, Messrs. WAGHORN and Co.
EDINBURGH, Messrs. R. GRANT and SON.
Do. PETER SCOTT, Esq., 9, South Bridge.
INVERNESS, Mr. D. MACDOUGALL.
GLASGOW, Messrs. CHURCH, BROTHERS.
ABERDEEN, Mr. E. RAVENSCROFT, 43, Union Street.
CORK, Mr. D. KENNELLY.

ON THE CONTINENT.

BOULOGNE, Mr. W. H. SANDERS.
OSTEND, Mons. J. DUCLOS ASSANDRI.
BRUSSELS, Mr. E. BROWNE, 73, Montague de la Cour.
PARIS, Mr. H. BENNETT, 6, Rue de la Paix.
MARSEILLES, Messrs. ROBERT GOWER and Co.
LEGHORN, Messrs. WM. MACBEAN and Co.
FLORENCE, Messrs. PLOWDEN and FRENCH.
CIVITA VECCHIA, Messrs. R. BARTRAM and Co.
ROME, Messrs. FREEBORN and Co.
NAPLES, Messrs. COTTERELL, IGGULSDEN and Co.
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MALTA, E. ZAMMIT, Esq.
TRIESTE, Austrian Lloyd's Steam Navigation Company.
ANCONA, Messrs. MOORE, MORELLE and Co.
VENICE, Messrs. HOLME and Co.

IN EGYPT, INDIA, &c.

ALEXANDRIA, CAIRO, and SUEZ, Egyptian Transit Company.
Assistant at SUEZ, Mr. CHARLES BETTS.
ADEN, Messrs. WAGHORN and Co.
BOMBAY, Messrs. WAGHORN and Co.
MADRAS, Messrs. GRIFFITHS, and Co.
CALCUTTA, Messrs.
CEYLON, Mr. JOHN BLACK.
PENANG, Messrs. W. HALL, and Co.
SINGAPORE, Mr. W. C. CRANE.
CHINA, Messrs. RAWLE, DUUS and Co.

AGENTS AT NEW YORK, BOSTON, &c., FOR THE UNITED STATES.—Messrs. HARNDEN and Co.

Through whom Parcels for England and the Continent are forwarded at the same rates as outward.

To obtain greater facilities to Parcels generally, we have a contract under the Pasha's auspices, for the entire transit in Egypt, and Parcels are guaranteed rapidly through this medium; but in many instances, Parcels from the Country, despatched to go through this agency, have never reached us, therefore we strongly advise their being sent direct to 34, CORNHILL, with a letter of advice by post.

WAGHORN & CO.

Messrs. Waghorn and Co., having received numerous applications to open an Office at Southampton, beg to announce that they have formed a Branch Establishment at that place, in connection with, and under the superintendence of, their chief Office in London.

The services of this Office will be available for all the usual purposes of an agency, such as the shipment and insurance of goods *by the Overland Route* to India, Ceylon, and China, the West Indies, Spain, Portugal,

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the Mediterranean, Constantinople, Egypt, &c.; and also the receiving consignments of all descriptions of merchandise, packages, parcels, baggage, &c.

W. and Co. beg to submit the following directions for the guidance of parties favouring them with their orders:—

SHIPMENTS TO INDIA, &c.—All goods and merchandise for shipment should be addressed to WAGHORN & Co., 34, Cornhill, London; or 108, High Street, Southampton, and particulars of contents and value advised by post. No package for the overland route should exceed 100 lbs. weight. Charges will be rendered by the Office in London, where address labels, railway orders, and all information may be obtained.

IMPORTS.—Colonial produce, shawls, brocade silks, jewellery, presents, and other valuable articles liable to duty, require examination by an experienced agent, to prevent error, delay, and inconvenience, the duties being levied at different rates, according to the quality of the articles imported. W. & Co. have been careful to select a person fully competent for this office.

PASSENGERS TO INDIA, &c.—As all baggage must be shipped one day previous to sailing, W. & Co. strongly recommend that it should be sent to 34, Cornhill, for that purpose, in which case passengers can remain in London until 9 A.M. on the day of starting.

PASSENGERS FROM INDIA by the overland route, &c., should make immediate inquiry on arrival at the Docks for W. & Co.'s Agent, who will always be in attendance to render any services required in passing their baggage, &c., thus enabling them to proceed at once to their destination, taking with them that portion of their baggage required for immediate use, and leaving the remainder to follow to their address as soon as cleared at the Custom House. Letters, &c., addressed to their care, will be *delivered on board the steamer* immediately on her arrival, and W. & Co. also offer their services whenever available.

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